THE STATE CAPITAL.

MANAGEMENT DESIGNATION OF THE PARTY OF THE P

Rapid Transit and the Charter Discussed in the Legislature.

A Day of Quibbles, Compromises and Arrangements.

An Immense Throng of Spectators in the Senate.

CROWDS OF LADIES PRESENT

Commissioner Van Nort and Comptroller Green Retained in Office.

The Charter Likely to Pass the Senate as Amended.

SENATOR O'BRIEN TO RESIGN.

Vigorous Debate on the Underground Humbug Bill.

Railroad Bills and the Charter To Be

The Job Will Be Successful in the

The Miller Investigation Still On-How the Streets Www York Are Not Cleaned and How

the Citisens Are "Done Brown."

Debated Again To-Day.

ALBANY, March 28, 1872. The Senate lobbles and galleries were crowded o-dey, during the debate on the charter, as they never crowded before. It was almost im 's way from the ante-rooms to the galleries, so se was the gathering of politicians, Committee of Seventy members and professional loungers, black and white. For the first time within the recollection of the oldest member of the Legislature ladies were provided with seats within the sacred Senatorial circle. This innovation on estabshed custom was occasioned by the unpreput in an appearance during the debate they met at the doors, succeeded by dint of a great deal of personal exertion and determined elbowing leries. Every seat on the front row in that portion

was occupied long before the usual routine business mittee of the Wnole, and it thus happened that of-pins order along the walls. The door est-looking Senators, placed several chairs within he circle just beside the reporters' desks and inthe reporters were thrown into the direst nfusion, and got on with their work a great deal are slowly than is their wont. Indeed, the novel ng was the general subject of comment and

conversation, and more than one Senator in rising to speak addressed "Mr. Chairman" while staring il at one of the invaders. THE FEMALE SUFFRAGISTS natter, for their foremost leaders may reasonably expect that the next great event at Albany will not be simply that ladies are allowed seats on the floor of either house of the Legislature, but that they are speaking their minds freely on all subjects, regard-less of points of order or anything that Croswell

purpose. THE SEVENTY SOLONS' POLICY.

The debate was carried on with great spirit once it had been begun, and from beginning to end it was a give-and-take game between the democrats and republicans. The former made the most capital they could out of the cumulative system whenever it was sighted in any section; but the republicans, as I said yesierday, had made up their minds to stand by it as an experiment, although acknowledging that they really had no faith in it, and so iney allowed the democrats to amuse themselves over it without hindrance. The general discussion so far has demonstrated beyond a doubt that the charter as at originally came from the Committee of Seventy could never have obtained a corporal's guard of this fact, doubtless, that led the Senate Committee on Cities to make the changes in it they did. Indeed, it has become apparent on all sides that the

CONCESSIONS AND COMPROMISES.

Mr. Palmer's efforts to have the charter go through as much like the original as possible have been un-turing so far, and he has let no opportunity pass without making some endeavor to keep the most uncompromising of the Senators from tearing it to tatters. But he has had an uphill job of it; and, judging from the tenor of the remarks of many of the Senators, it may be that even more radical changes than have already been made to the bill changes than have already been made to the bill will have to be made to satisfy the views of a majority in the Senate. Mr. Palmer, under the circumstances, has rather a rough road to travel, and may dome to the conclusion before long that his struggles on benalf of the Committee of Seventy may as well be given up as useless. One of the very best evidences of the compromise-concession plan trat has had to be followed to insure the success of the charter in any shape is the retention of both Mr. Van Nort and Mr. Green in office, and the giving of the appointment of the Commissioners of Public Safety to Judges Sedgwick and Curtis. The Committee of Seventy have up to the present acted very unwisely and with very poor diplomacy, and may thank themselves for the significant vote by which the Senate determined to-day to retain Mr. Van Nort in office. They were.

DEAF TO EVERY ENTREATY

On the part of the real friends of the charter to make a lew concessions to the spirit of the majority as to this particular matter and that of retaining Mr. Green. Their sole answer has all along been:—"If you don't pass the charter as we want it we wont consider it our work and we will tell the people so." It is not surprising under the circumstances that when the Senate discovered how the land lay—that they were to make all the concessions and the Seventy Solons none—it should have put its foot down firmly, as it did to-day, and have declared that it was responsible to the people and was not airraid of leaving them to judge between them and the wise committee, who have so far acted so unwisely in the dictatorial attitude they have assumed toward the men who do not choose to look at everything in the same light they do.

It fell to the lot of Senator Renedict to open the debato. He at once made a dead set upon the proposed change in the thirty-first section. In his opinion New York had of late had a sore experience in the matter of having officers in power who conid not be removed. If the amendment was adopted the present Commissioner will have to be made to satisfy the views of a ma-

possed change in the thirty-first section. In his opinion New York had of late had a sore experience in the matter of having officers in power who could not be removed, if the amendment was adopted the present Commissioner of Public Works could not be removed for two years. As one of the New York representatives he protested against its adoption. Air, Tlemann took issue with Air. Benedict as to this particular view of the matter. The Commissioner could be removed for cause, he ventured to say that the people of New York would not get as good men under the charter under considerations were obtained under the charter of 1870. He was willing to vote for this charter if nothing better could be devised before the end of the session, but he was opposed to the idea of putting out of office good men, who at this present time were absolutely

plainly that the republicans are determined not to let go the partial hold they have obtained on THE CITY PATRONAGE, endeavored to have the section so amended that the Boaru of Aidermen would have nothing to do with the appointment of the Commissioner of the Department of Public Works, but the effort was unsuccessful. He then struggied to have a provision adopted that the Commissioner should not be removed at the pleasure of the Mayor, but simply "for cause." He was alias unsuccessful in this effort. Mr. Weismann contended that as the Mayor would not have the appointment of one of the Commissioners of Public Works until 1874 the Section should be so, ded as to give the Mayor the power to reme! I tooly the Commissioner appointed by him but "the present Commissioner appointed by him but "the present Commissioner appointed winder this act." Some discussion ensued between Mr. Falmer and Mr. Benedict on this point, which was finally decided by the adoption of an amendment giving the Mayor the power mr. Weismann had suggested he should be given in the matter. When the loriest section—which relates to the Department of Public Parks—was reached. Mr. Madden suggested that it should be changed so that the Commissioners could be appointed by the Legislature—that is to say, by putting the names of appointing the

Legislature—that is to say, by putting the names of the Commissioners in the bill. The old system of appointing the Commissioners who drew no PAY worked well. In his opinion, under the cumulative system of electing them, the vagabonds and scoundrels in New York would get control of the Park Department. The Central Park was too dear to the people to be put into the hands of rogues and political wirepuliers. He then made a motion in accordance with his suggestion. It was lost without a division. At this point Mr. Hemann got up out of erder and began to speak on the question that had aiready been decided. The Chairman got up out of erder and began to speak on the question that had aiready been decided. The Chairman got up out of erder and began to speak on the find that had aiready been decided. The Chairman to to conversation with a gentleman in his immediate vicinity, and Mr. Tiemann, wisning to be heard, exclaimed rather terity, "I want the Chairman to listen to all I've got to say." The Senate and the galierles burst out into a loud laugh at this rather extraordinary method of instructing the presiding officer as to his duty, and Mr. Tiemann, turning round so as to face the other Senators, exclaimed, as he pushed his short-sight spectacles up over his eyeorows and put on his long-sight glasses, "Now, it aint so very funny." This only MADE MATTERS WORSE, and it was with great difficulty that the Chairman could restore order. When Mr. Tiemann took his sent the reading of the bill was continued. Mr. Madden again endeavored, when the lorty-second section was reached, to have the clause stricken out which gives the President of the Park Commission \$6,000 a year. He knew very well that a great many patriots could be found who would be willing to serve the city for the sake of getting big salaries. The Chuzen's Association made a good thing out of this kind of patriotism, and so did Andrew H. Green, the present Compiroller of the city. He remembered very well when Mr. Green came to Albany and loobled through a bill g

with politics, and declared that it was a disgraceful thing for the Legislature even to suggest that they should be made a party to the arranging of so-called non-partisan Commissions. They should be kept-aloof from politics and not allowed in the remotest manner to have anything to do with making up departments and bureaus with which they might have to deal atterwards in their judicial capacity. Mr. Cock offered an amendment that the Mayor have the appointment of the Commissioners instead of the judgess. Mr. Murphy contended that when the Senate was about it it might as well do the non-partisan business property. There was something judges. Mr. Murphy contended that when the Sunate was about it it might as well do the non-partisan business properly. There was something very suspicions about the way the Commissioners were to be appointed. Judge Sedgwidg and Judge William E. Curtis were undoubtedly good and honorable men, but he deemed that Judge Curtis was elected by a majority of the democrats in New York city. This was a fact about which there could be no argument; and yet the proposition was made to put into his hands the power to appoint three Commissioners, that is if his associate could not decide upon the six to be appointed. Now, what guarantee was facer that the Commission would be non-partisan? Supposing Judge Curtis saw fit to consider himself UNDER NO OBLIGATIONS to the democratic party, what then? Was it not a possibility—he would concede that the possibility—he would concede that the possibility—he would concede that the non-partisan feature of the Commission might be conspicuous by its absence. He therefore moved to give the appointment of the Commission to the Mayor and General Sizel, he being one of the elected authorities in New York. After a little desuitory discussion. Article nine was taken up at the evening session, and Mr. Lewis obtained the floor. He made a vigorous stack upon an amendment which was offered

and Mr. Lewis obtained the floor. He made a vigor-ous attack upon an amendment which was offered by Mr. Themann to retain Comptroller Green in office till 1874. It was impossible for him to see how the city could be benefited by keeping either Mr. Van Nort or Mr. Green in office and turning out other officials. Mr. Palmer remarked that what

other officials. Mr. Palmer remarked that what New York wanted most was honest men in office. Mr. Green had the confidence of the honest people and should be retained. Mr. Madden said there was an honorable understanding that if Mr. Yan Nort was retained Mr. Green should also be kept in office, and ne trusted the Senare would stand by it. Mr. Bowen was of the opminon that the democrats who voted to retain Mr. Yan Nort should not act as though they were in league with the majority. He believed that the reform movement in New York had a broader scope than to put aside one or two or more men and keeping in once one or two other men. Mr. Johnson demed the right of Mr. Bowen to

LECTURE THE DEMOCRATIC SENATORS, and claimed that they intended to vote in a way that in their judgment would bonefit the people, and partisan appeals would have me hold upon them. Mr. Madden explained what he meant by "an honorable understanding." He had had no conversation with any democrate Senators were very much divised any democrate Senators as to the charter. It was well known that the Senators were very much divised any conversation with any democrate Senators of Charters in layor of the charter of the Committee of Seventy pure and simple, and some in favor of changing that charters so as to meet the views of the majority of the Senators, democrate and republicans slike. He had never saked a democrate Senator's counsei one way or the other on the charter, but, if he thought it necessary, he was not afraid to advise you for elsewhere. The amendment was then put to a vote, and was carried by 16 to 6, Mr. Johnson then offered an amendment that the iour Commissioners of the Treasury be appointed by the Mayor, instead of being elected by the Board of Aldermen. This was voted down without a division. Mr. Itemann, when the section relating to "The Ghambertain, and the would on the Aldermen and the country of the Spone of his office. Mr. Palmer stated that the office of Chambertain the office of the Chambertain and such "Advantages" that it

ccasion and allowed his serious countenance to relax into a croad grin. The business of READING THE SECTIONS

Was resumed when order was restored. The section providing for the publication of the proceedings of the various city departments in the three morning papers having the largest circulation was amended by the word "morning" being stricken out. Mr. O'Brien opposed the establishment of the official City Journal, on the ground that the information the people wanted to find out about the city government could not be obtained in the City Journal, for the reason that the people might not be able to get the Journal. The proceedings snould be published in the five daily newspapers having the largest circulation, where everybody expected to find news. The City Journal should be stricken out of the section. Mr. Madden wished the press to be independent. Many of the NEW YORK NEWSPAPERS HAD BEEK SURSIDIED by the official advertisements last year. He was in favor of the City Journal clause, for he felt that any news of any importance about the city departments would be obtained by the daily press. For instance, the certainty that the NEW YORK HEBALD would get all news that the people wanted would naturally spur on the other papers to follow in its wake if they were enterprising.

At half-past ten o'clock the last section of the bill was read, and although several motions to adjourn were made they were all voted down, and the ball was opened in the matter of general amendments. Quite a lively fight took place over an amendment providing for a new set of Tax Commissioners. The Senators were

IN A TERRIBLE MUDDLE

Over it, and so no action was taken upon it. Mr. Madden offered it so that he could bring it up wen the bill would be ordered to a third reading. Mr. Welssmann offered an amendment that the Board of Aldermen should elect four commissioners. Whe should be madde a separate department of Public Parky should be made a separate department and not included in the Department of Public Works.

The bill will be conside

Senate's amendments.

O'BRIEN TO RESIGN.

The explanation of that portion of Senator O'Brien's speech yesterday in which he stated that his seat would be vacant after the charter had been passed, is that he intends to resign as Senator the week after next. He claims that he only ran for Senator is at election because he felt that he could strengthen the reform movement by doing so. The objects which he sought to accombish, the overthrow of the Tammany and the Eric Rings, have been attained, and he says that he cannot afford to remain any longer at the capital. It is a positive question of expense, and he nas therefore decided upon a course which, he believes, will put an end to all apprehension on that score as far as he is concerned for the balance of the session.

RAPID TRANSIT—THE CENTRAL UNDERGROUND SCHEME.

The subject of rapid transit for the city of New York was the special order to-day in the Assembly. There have been a score or so of schemes before the railroad committees of both houses, and after considering some of them separately the committees met in joint session for the purpose, if possible, of agreeing upon a plan or plans that would secure to the citizens of Manhattan Island the facilities that are now so urgently demanded. The joint committee was unable to agree upon any one or more of the schemes presented. The Senate committee has reported against all of them except the Beach Pneumatic and Swaine's Taree-tier plan, both of which were lavorably reported to and subsequently adopted by the Senate. The Assembly committee reported adversely on the Beach Pneumatic plan and in lavor of the Central Underground. In the lower gouse the latter was made the special order for to-day, together with the other oils which came in from the Senate for concurrence. Most of the morning session was taken up with the third reading of ordinary bills, which bad precedence of the special order, and it was not until the matter came up for discussion. But the ball was opened and the suject was resumed at the evening se

opened and the subject was resumed at the evening session.

THE BILL, AS AMENDED and reported by the Railroad Committee of the Assembly, grants to the central Underground Railway Company powers additional to those conferred by the acts of 1868 and 1862. The route, with not more than two tracks, in single or double tunnels, is from the Battery, under Bowling Green and Broadway, to the Circle, at Fitty-ninth street, touching Union and Madison squares, and thence to and under the Boulevard, or public drive, to and under Eleventh avenue to its northern extremity; and also under such sireets and avenues above 122d street as may be suitable and convenient to make connections with the Hudson River Railroad, the Spuyien Duyvil and Port Morris Railroad or any other roads or railroads in Westchester county now existing or hereafter to be constructed, or with any orige or tunnel across Harlem River connecting with tagen. In accomplishing this purpose so Isting or hereafter to be constructed, or with any oridge or tunnel across Harlem River connecting with them. In accomplishing this purpose so much of the line may be in open cut or otherwise as may be necessary to make the connections on a level with the grades of those roads at or near Harlem River or Spuyten Duyvit Creek, and may cross those streams by means of drawbridges or single or double tunnels. Branch roads are authorized to be constructed from the main line to connect with the Harlem Railroad at some suitable point between Forty-second and Forty-sixth streets, and under Fifty-first street to the North River. The tunnels under Broadway as Har as seventeenth street must be not only within the line of the ourbs, but not less than nineteen feet from the ront of the buildings, the new Post Office excepted. Above Seventeenth street, where the streets and sidewalks are narrower, the clause requiring the tunnels to be within nineteen feet from the front of the buildings does not apply, that keeping them within the line of the ourbs, or in other words within the width of the roadway being deemed sufficient. From the southern end of Broadway, above Bowing Green to Seventh avenue, the earth from the excavations shall be removed and the materials used in the construction supplied through openings to be made at he cross streets or on private property, and not on the line or sur-

through openings to be made at the cross streets face of Broadway, and no entrance or approach to any bunding on Broadway shall be observed early the municipal authorities having charge of the streets, the company to indemnity the owners for the actual damages. The entrance to and from Broadway shall not be closed or obstructed at any of the crossing streets south of Worth street, and oppermanent opening shall be allowed to the surface of Broadway shall not be closed or obstructed at any of the crossing streets south of Worth street, and oppermanent opening shall be allowed to the surface of Broadway shall not be the surface of Broadway at Canal street the company may, if necessary, open the surface of allowed to the surface and shall be surface of object of the street and and below Canal street, but they must construct over the space so opened a temporary causeway not exceeding three feet above the level of the street and and below Canal street, but they must construct over the space so opened a temporary causeway not exceeding three feet above the level of the street and and below Canal street, but they must constitute a street of the street and and below Canal street, but they must constitute a street of the ground shall render tunnels undestrable, an elevated foadbot may be constructed at or near Manhattanville.

THE PERNOFAL AMENDMENTS

Inserted in the cristinal buil by the committee are that the sum of \$5,000,000 shall be subscribed to the capital stock and ten per cent of it paid in cash within skitly days after the passage of this act; that the work must be commenced within minety days, complete the road to Forty-second street on the Broadway in the within two years and by the summer of the circle at \$11,000,000 shall be subscribed to the capital stock and the per cent of it paid in cash within skitly days after the passage of this act; that the work must be commenced within minety days, complete the road to Forty-second street on the Madison are subscribed, and that its projectors and supporters are pr

ne ornamental structures, and certainty no such object was intended as that suggested by Mr. West. Mr. Smyth supported the bid as it had been amended and reported, and explained and defended the action of the committee in presenting it as THE MOST DESIRABLE SCHEME
for rapid transit which they cquid recommend for adoption by the House. A score of schemes had been proposed and a good deal of bad feeling had been engendered by rival interests. Some people seemed determined to prevent the success of any plan because they could not get their own adopted. What indusnoe this ungenerous hostnity would have in the House he did not know, but he would say for the committee that they had taken pains both to select the most desirable plan and to give the franchise to the most reliable company, in order that the work might be properly carried out. He would not be surprised to see efforts made in the House to defeat the whole matter; but, if they should succeed, the result would be that rapid transit would be killed for this session, if not for years. There would be no difficulty about the depots interiering with public squares.

DONE BROWN—NEW YORK STREET CLEANING.
The Assembly Committee on Public Health have had another meeting on the subject of cleaning the streets of New York, and examined J. L. Brown, the contractor, the testified that he had cleaned the streets thoroughly according to his contract; had never made false vonchers; had never made dividend with other parties, but had political assessments to a considerable amount, which were voluntary on his part, he was subjected to a lengthy cross-examination by Ira D. Brown, of the committee, in which the witness admitted that he did not see much of the streets of New York himself, but assumed they were cleaned if his employes so reported. He spent most of his time at the office, He admitted that he

so reported. He spent most of his time at the office, He admitted that he

PILLED VACANT LOTS WITH FILTH, of which lots he himself owned a large number; that such filling was without the consent, in some cases, of the health Board, and was in violation of the contract. Frequent complaints had been made by the people of nuisances created by the deposits of filth, and the Board of Health had also many times combiained. All he had done in response was to put some disinfectants on the lots. In 1870 and 1871 he

RECOVERED, IN EXTRA ALLOWANCE above the contract price, \$30 and \$35 per mile for street cleaning. He charged extra for removing ashes where persons had more than the ordinary amount; also for removing filth about the docks. He thought this no violation of his contract. He did not keep the guiters and crosswalks free of ice and snow in the winter, but admitted that the contract required him to do so. Brown's superintendent was also examined, but without eliciting any essential new facts.

INSURANCE INVESTIGATION.

The Insurance Committee held another session this siternoon and examined four witnesses.

senate Parsons told him if he would secure
the adoption of the resolution he would
be paid a handsome percentage. Instead of acceptang this proposition he exerted himself to have
the resolution beaten.

T.R. is. Eidridge, cierk in the Insurance Department, testified that he had made several examinations of insurance companies, but never made a
cnarge in excess of his expenses.

Mr. Freeman, Secretary of the Widows and
Orphans' Insurance Company, reiterated his testimony given in New York relative to a conversation
with ex-Senator Plerce, as to the cost of an examination.

R. S. Wannele Company, and conversation of the cost o

with ex-senator Pierce, as to the cost of an examination.

B. S. Wemple, teller of the New York State National Bank of Albany, testified that Miller gapt
his account in that bank, and had only a small sum
of money in the bank about the time he went to
Europe; he had no large transactions at the
time. The committee then adjourned, it
being understood that the case would
be closed on meeting again and taking festimony of
ex-senator Pierce concerning the conversation,
in which it is alleged that he said it would cost
\$1,000 to secure an examination by the insurance
Department.

Mr. Hawkins made an appeal in favor of pre-

Department.

Mr. Hawkins made an appeal in favor of preserving

THE HISTORICAL ASSOCIATIONS OF NEW YORK.
Broadway was as old as the city itself. It was the great thoroughfare of commerce and travel and the principal promenade. It was the street of all others in the metropolis of the Western World, which should not be experimented on unless there was the highest scientific assurance that the experiment would be experimented on unless there was the highest scientific assurance that the experiment would be successful, and that it would supply the necessities of the property owners along the line of the celebrated street. He desired to know whether the committee had taken measures to ascertain whether other streets running parallel with Broadway would not answer quite as well as a railroad as it. THE CENTRAL SEWER, THE GAS PIPES AND THE PRINCIPAL WATER MAINS

run along Broadway. These would have to be disturbed in the coastruction of an underground railroad, and he would have to be assured of now these practical difficulties were to be overcome before he could support the present bill. He was not a behever in the professions of those disinterested gentlemen who came here to claim valuable iranchises for nothing. Instead of being disinterested they were all bent on making money. It would be better to have the road run under the Bowery of Greenwich street and Church street than under Broadway. The people of New York had RIGHTS WHICH THE LEGISLATCRE WAS BOUND TO RESPRET.

Mr. Alvord spoke of Broadway as being the back-

adway as being the back-d—the water shed of the as cosmopolitan, and its not to the people of the no street in the city is scarced, and such considera-tion should not interfere with free communication and rapid transit from one end of the island to the other, in the accomplishment of which all the citi-zens of the State, many of whom frequently visited New York on urgent business, were equally

tion should not interfere with free communication and rapid transit from one end of the island to the other, in the accomplishment of which all the critzens of the State, many of whom frequently visited New York on urgent business, were equally interested.

Mr. Moseley for to support the motion to strike out the section and to oppose the whole measure; but as the usual hour for the recess had arrived he yielded to a motion to suspend the interested of the subject was resumed. Mr. Moseley, who had the floor, proceeded to show that, while the original franchise was granted in 1868, the company had never evinced any disposition to construct the railroad. The company is now composed of discordant elements, some of the advocates of hitherto tunsuccessful schemes having been incorporated in the angelia of the discordant elements, some of the advocates of hitherto tunsuccessful schemes having been incorporated in the support his assumption that the company, ludging from past experiences, but not only in the subject where some of the advocates of hitherto the support his assumption that the company, ludging from past experiences, but not some particulars about the history of the scheme, and said that nearly four million dollars had already been subscribed for the building of the road, Mr. Niles took up the subject where sir, Husted left it, and gave in detail the sums subscribed. He cited the names of the principal subscribers and the amount of money each had pledged himself to pay, the whole amounting to \$4,600,000, all of which had been subscribed since the 20th of February. All this meant business. And, furthermore, those gentiemen had this very day pledged themselves to pay \$2,500,000 to any gentiemen of the Railroad Committee, which has recommended the adoption of the Central Underground, gave

A SHORT AND SUCCINCT RECITAL

of the deliberations of the joint committees of the Assembly and Senate as member of the Railroad Committee, which has recommended the adoption of the capital actually pall in 18, \$5,000,000,00

In reply to some suggestions to the effect that these subscriptions were not offered in good fath. Mr. Whitbeck called the attention of the House to the following letter from the bankers:—

Sir—We are informed that it is stated in Albany that the aubscriptions now in our hands to the stock of the Central Underground Railroad Company are merely a device in bad fath, and not intended to be carried our and only intended to operate as a trokupon the Legislature, to

CIALLY AND ENGINEERINGLY PRACTICABLE.

himself. The original subscription of \$8,550,000 is now in our hands and a certified copy has been sent to Albany, and is, we believe, in the hands of the Ralfroad Committee. Very respectfully,

With reference to those names of subscribers and the amounts guaranteed by them, however, Mr. Hawkins said they looked very well on paper; but it should be borne in mind that great names were often only

often only

Wilfpers-in for Lesser Capitalists,
from whom in the end money was really obtained.
A general discussion then ensued as to the merits of
the respective schemes—that is to say, the Beach
Pneumatic and the Central Underground—during
which it became clearly evident that the Central Underground had by far the larger number of adherents
in the House. Mr. Vedder undertook to champion
the cause of the Beach Pneumatic people, and he
said the fact that they had bored 300 feet through
solid rock to test the pneumatic principle was
sufficient evidence to show that if they only had the
franchise they would complete the road. It was
contended, both by him and Mr. Moseley, that
the central Underground Company had incurred
a debt of \$200,000 already without having done
as much as dig a single shovel full of earth.
The question was asked, if the Beach Pneumatic
Company had expended \$6,000,000 in building
300 yards of road, how much would they require to
complete the line to the end of the indicated route? The reply to this was put
in the shape of another question—viz.
If the Central Underground has spent \$200,000
without doing any work at all, how much would
they want to commence and complete the work?
Both these propositions were conundrums
which the iriends of the respective schemes had to give up. During the
course of the running debate which followed
Mr. Moseley gave as one reason why he was in favor
of the Beach Pneumatic instead of the Central Underground, that it had already passed the Senate,
and if it were now adopted by the lower house it
could go to the Governor and the question would
soon to settled finally one way or the other; white,
it has Assembly adopted the Central Underground
bill, it would have to go to what, from all the indications was,

The question was then taken upon the motion to

AN UNFRIENDLY SENATE.
The question was then taken upon strike out the whole of the first section

commenced and prosecuted in good latth. He sucsequently put his views on this point in the form of
an amendment, providing that the sum should be
\$20,000,000 instead of \$25,000,000; but no afterwards
altered this and made the amount \$19,000,000, with
twenty per cent to be paid in within six months
and before the company commenced the work, and
five milions more to be subscribed each year for
two years, making in all twenty milions as the
capital stock. Mr. Alberger thought this was only
AN ATTEMPT TO STRANGLE THE SCHEME
in the House, but Mr. Alvord instantly disclaimed
any such intention on his part. He only wanted to
insure the building of the road, and ne was
informed, as the judgment of competent
engineers, that it could not be constructed for
less than two millions and a half per mile. If this
larger sum were not required to be paid in
as an evidence of good faith the company
might keep the franchise danging between
heaven and earth, and no rapid transit
would be secured to the people of the
city and the State. Mr. Husted, however, contended that \$15,000,000 would be amply sufficient,
and upon his motion the sum of \$5,000,000
was left as it is in the bill, and then the remainder
of Mr. Alvord's amendment, merely requiring
twenty per cent to be paid in within six monts was left as it is in the bill, and then the remainder of Mr. Alvord's amendment, merely requiring twenty per cent to be paid in within six months and \$10,000,000 more to be subscribed within two years, was adopted. The question of the time to be allowed in which to complete the road now came up, and a motion to make it six years instead of four was lost by a vote of 41 to 48. The third section as amended was adopted. The fourth section as amended was adopted. The fourth section provides that in case the lowness of the surface of the ground at or near Mannatianville snall render the construction of tunnels undesirable, the company may construct the railroad upon

at that place. Mr. Moseley wanted to know what sort of an underground railroad this was to bewhether it was really an underground railroad this was to bewhether it was really an underground railroad at all or a combination of some of the several underground and elevated schemes that had been proposed. Mr. Husted explained that the ground was one hundred feet lower at that boint, and to run through tunnels would require part of the road to be built one hundred feet below the surface, which could not be done. not be done. The hour was now so late that the further dis

The hour was now so late that the further dis-cussion was suspended, and the committee rose and reported progress and asked leave to sit again. Mr. itusted immediately moved that this request be denied and the bill be ordered to a third reading at once. Both Mr. Alvord and Mr. Hawkins pitched into Husted for attempting to rusn it through the House at such railroad speed. He withdrew his motion. The subject, was made the special order again for to-morrow morning, and the House ad-journed till then. It is evident that this central underground scheme is intended to be adopted by the House.

THE BEACH PNEUMATIC JOB-AN INCENSED

DELAVAN HOUSE, ALBANY, March 26, 1872. TO THE EDITOR OF THE HERALD:—
SIR—Allow me to communicate to the readers of

he HERALD an incident in the history of the Beach Pneumatic job which has been kept quiet, but is well known to the residents of this hotel. Messrs. White and Whitbeck, of the Assembly Railroad Committee, went to New York to inquire into the affairs of the company. That was some two weeks ago. They came back, and Whitbeck made such an unfavorable report to the committee that they reversed their decision to report the bill favorably to the House and reported against it by a vote of 6 to 2. Ex-Senator Barney Kelly, who is largely interested in the job, got wind of what Whitlock was going to do the day before the committee were to meet. At three A, M, he went to Kir, Whitlock's apartment in the Delayan, knocked at it, and on Whitlock's asking who was there he changed the tone of his voice and gave another man's name. Mr. Whitlock refused to open the door and finally Kelly endeavored to kick the door in, exclaiming that when he got in he would cut his (Whitlock's) heart out. Mr. Whitlock rang his belt; servants were summoned, guests on the same floor aroused and the would-be assatiant faken away. Whitlock was going to prosecute the case, but then declined, because "the ining would make too much ins." Mr. Leiand seas word to Barney Kelly that he must never again carken the door of the hotel, he has not been seen at Albany since—at least visibily.

YACHTING.

Meeting of the New York Yacht Club.

Important Change in Measurement and Time Allowance.

The Annual Regatta on Thursday, June 20.

The New York Yacht Club held their second general meeting last evening at the Club House on the corner of Madison avenue and Twenty-seventh street. As it was generally understood that some important business would be brought up in con-nection with a new law to govern the measurement of yachts and the time allowance in regat nes, there was a large attendance, and over twenty yacht owners were present. The meeting M., and after the transaction of some business of minor importance the report of the

was read and adopted. The committee comprised Captain A. S. Hatch, of the Resolute; Captain Jacob Voorhis, Jr., of the Madeleine; Captain Robert Center, of the Vindex, and Captain William Krebs, of they have considered various measurements, includ-ing those-which have at different times been tried recently presented, with the desire of finding one which will be correct in principle, easy of application and invariable, which will encourage as little as possible the building of boats faulty in construction to evade it, and which they may hope will be acceptable to the club and become a standard

With these objects in view they have decided to recommend to the club the adoption of the method given in the accompanying resolution, which takes for the measurement the cubical contents of the upon the principle that the entire size of the boat represents her capabilities for power, and that of two boats of the same size one in which that size is so applied as to enable her to develop and use the greatest amount of power with the best results as to speed, is the best model. They trink also that this method, while it comes nearer than any other to meeting the requirements in view, will in no way discourage models which combine the important elements of

comfort, seawortniness and safety.

As a basis for a scale of time allowances they rethose now in use) as will result in an allowance by

commend the adoption of such tables (taken from those now in use) as will result in an allowance by the largest schooners, the Dauntiess and the Sanpho, to the smallest, the Foam and the Eva, of about twenty minutes in a five hours' race. This will be nearly double the allowance of 1871, and about two-thirds that of 1370. Having no measurement to go upon they can present no statements of the effect of the role upon the different vessels. They think, however, it will place them generally in about the same relative position which they occupied in last year's lists.

They also recommend the abolition of the sliding scale as now applied to the difference in the time of the races, for the reason that the time in which a race is made does not generally represent the speed of the yachts, it often happening that a leading preeze each way makes a short race at a low rate of speed, and a head wind eitner way makes a long race at a high rate of speed, and the sliding scale as applied to these differences is manifestly unjust. They present a resolution to accomplish this object and others providing for the application of the tables of time allowances to the measurements proposed if they should be adopted, and for fixing the details of the manner in which the yachts shall be measured in accordance with the rules recommended.

A communication was then read from Mr. Alf W. Craven, resigning the position of Measure the cluo, on the ground of pressing business enga ments that would prevent his giving proper at tion to the duties of the office. The communicat was laid on the table, and Mr. A. Cary Smith tion to the duties of the office. The communication was laid on the table, and Mr. A. Cary Sintin appointed acting Measurer pro tem. A motion was then brought up to revive the old grade of Fleet Surgeon, which was unanimously adopted, and Dr. Dawson elected to the office. Mr. W. H. Major then offered a motion to have a history of the annual regates compiled and printed, dating from the first regates after the formation of the cub up to the present day. The motion was adopted. A file of charts was presented to the club by Mr. W. Butler, and on motion the gift was accepted. A communication was then read from Mr. Thany, intimating a desire to honotograph at the cups and prizes won by yachts belonging to the caub. The offer of Mr. Thany was accepted. A motion was then made to change the day of the annual regatia from the second Thursday in June to the Thursday following, on the ground that the the would be more theorems of the cap for the challenge cups, from Sandy Hook Lightship to the lightship off Brenton's reef and return, was fixed for the third Thursday in July. About twenty-dive new members were elected, making a sum total of over six hundred members now belonging to the club. The meeting adjourned shortly after ten P. M.

NAVIGATION ON THE HUDSON.

Navigation on the Hudson River is now open for a distance of 115 miles from New York, and a steamboat could go straight through to Albany without much difficulty. The steamer Sunnyside will leave Catskill for New York to-night. The urgent de-mand for coal from towns and claes on the Hudson River will start the Rondout steamers to-morrow. Fears of a disastrous fresnet in the upper Hudson are dispelled by the continued mild weather with-out rain.

Cheering Prespects in Condout.

RONDOUT, N. Y., March 28, 1872. The weather has been very mild the past two days. The ice is all out of the creek, and in fragments is foating up and down the river. The steamers Cornell and Baldwin will commence run-ning regularly on Monday next. Extensive prepa-rations are being made for the opening of naviga-tion, and a lively business is anticipated.

A Steamboat Trip Through the Ice.

HUDSON, N. Y., March 28, 1872. The steamboat Nubpa, Captain Tremain, of the

New York and Hudson line, arrived at her dock at New York and Hudson line, arrived at her dock at this city at hair past eleven o'clock this morning, being the first boat to make the trip through above Poughkeepsic this season. The Nunpa left New York at six o'clock last evening. The first ice encountered was at the Highlands. From Plum Elbow to Esopus Light the ice is still solid and firm and from three to seven inches thick, through which the boat only made her track. From Esopus to Rainebeck the river is entirely clear. The heaviest ice encountered was netween Rhimebeck and Bristol, where it is from eighteen to twenty inches thick. From Germantown to this point the ice is very thin and a a rowboat can easily pass through it.

NEW JERSEY. Governor Parker Vetoes the Elizabeth Chas. ter Amendment Bill. TRENTON, March 28, 1872.

The Governor has vetoed the bill to revise and amend the charter of Elizabeth. The main objec-tions are that the bill required a three-fourths vote

tions are that the bill required a three-fourths vote to pass an ordinance appropriating money, and that the powers of the comptroller and Commissioners of the Sinking Fund over the expenditure of the people's money are too great.

The supplement to the Camden City bill, providing for the election of one councilman at large, so as to break a deadlock in the Common Council of that city, was passed after a fillbustering struggle.

The supplement to the forsey City bill, providing for the mining of the offices that may be made vacant and fixing their saturtes and for other jurposes, was, after the rejection of several amendments and a nard struggle, ordered to a third reading.

PRESHETS IN GEORGIA

SAVANNAH, Morch 28, 1872. Heavy treshets have occurred in the interior of the State, and much damage has been done to rail-